

Gottlieb Daimler's first self-propelled four-wheeler was a converted carriage powered by a single-cylinder water-cooled engine. Belts and pulleys conveyed the drive to pinions that engaged with cogs on the back wheels. To steer, the whole of the front axle was turned by the handlebars. The vehicle first ran in 1886, the same year as Benz's three-wheeler.

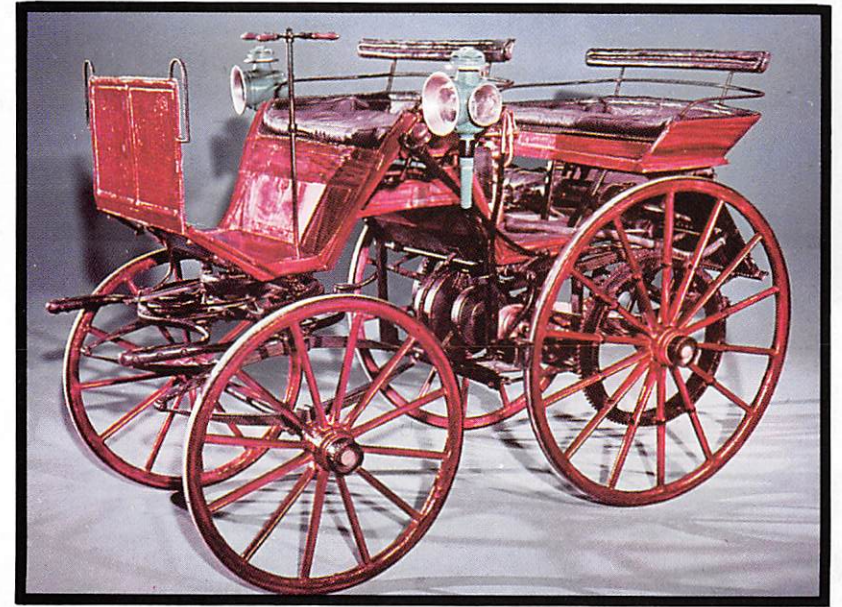


Photo: Octopus Books

FORD



Ford Motor Company
Henry Ford



Ford Motor Company
Henry Ford II

FORD is the name of the family that built the Ford Motor Company into one of the largest industrial companies in the world.

Henry Ford (1863-1947) developed the mass-produced "Model T" automobile and sold it at a price the average person could afford. He pioneered in the use of assembly-line methods. Because of the savings in time and money made by mass production, Ford could offer more cars to the American public at a lower price than anyone before him. He sold more than 15 million "Model T's" over the 19-year period from 1908 to 1927. More than half the automobiles sold in the United States during that period were Fords.

Early Years. Ford was born on a farm which has since become part of the city of Dearborn, Mich. He attended grammar school near his home. Later he became a machinist in Detroit. He began to experiment with engines about 1890, and completed his first gasoline engine in 1893.

His first automobile, completed in 1896, is on exhibition at Dearborn, Mich. It is not at all like any present-day automobile. The body looks like a small, crude, wooden box. It has a single seat, a steering tiller, bicycle wheels, and an electric bell on the front. Ford made the cylinder of the engine from the exhaust pipe

of a steam engine, and made the flywheel out of wood. But this queer-looking car still runs.

The Industrialist. Ford organized the Ford Motor Company in 1903. At first, like his competitors, he made automobiles that only well-to-do people could afford. But later he came to believe that every man, no matter what his income, should own an automobile. The result was the inexpensive "Model T." It brought great financial success for him and his company. Ford drew national attention to this success early in 1914. He announced that from then on, the company would share its profits with its employees. At the same time, Ford cut the working day from 9 to 8 hours, and set the minimum wage for every employee over 21 years of age at \$5 a day. Up to that time, unskilled workers had been receiving \$1 a day and skilled workers, \$2.50 a day.

Ford believed that most of the profits should be used to increase the size of the company's factories. This was an unusual idea at that time. The other stockholders of the Ford Motor Company wanted to split the profits among themselves, in the form of dividends. Ford did not like this opposition, so he bought out all the other stockholders in 1919. From that time until January, 1956, the Ford family had sole control of the giant company.

The Pacifist and Philanthropist. In December, 1915, Ford paid the expenses of a "peace trip" to Europe for about 150 men and women. The group, though well-intentioned, did not have the approval of the U.S. government, and broke up after a few weeks. Ford was at first opposed to the United States' taking part in either World War I or II. After the country was at war, however, he used his plants to capacity in manufacturing war materials.

Ford developed the V-8 engine in 1932, a feature that many other automobile makers adopted later. He took a less active part in company affairs after that time, devoting himself to hobbies. He established Greenfield Village, a group of American historical buildings and landmarks, in Dearborn, Mich. (see GREENFIELD VILLAGE). He also established the Henry Ford Museum in Dearborn. The museum exhibits man's progress in such fields as science, invention, handicraft, transportation.

Ford Motor Company



Henry Ford, foreman, stands with his first Ford automobile in front of the Ford workshop where the car was built.